



Memorandum

Public Works

DATE: May 21, 2001

TO: Mayor and City Council

FROM: Mary O'Connor, Transit Administrator (350-8819)

THROUGH: Howard Hargis, Public Works Manager (350-8371)
Glenn Kephart, Deputy Public Works Manager (350-8205)

SUBJECT: **IRS 5/31/01: Light Rail Station Recommendations and Zoning Process**

At the May 31, 2001 Issue Review Session, staff will discuss station location recommendations for the Tempe segment of the Central Phoenix/East Valley light rail project. The intent of this memo is to provide City Council with station recommendations from the Transportation Commission and city staff, as well as a response to questions brought up at the joint meeting of the City Council Transportation Committee of the Whole and citizen Transportation Commission on May 17th.

The following information was requested during the discussion on May 17th:
Recommendations for success from other cities/those experienced in LRT. Staff is researching success from other peer cities and will present findings to Council at the May 31st meeting.

Effect of light rail stations on economic development. Where public/private partnerships have been formed, light rail has been an influential factor in encouraging appropriate redevelopment and infill. See the attached article from the January 2001 issue of *Planning* magazine, entitled "Hug That Transit Station" (Attachment 1).

Importance of north/south bus and vehicle connections at McClintock Drive. McClintock Drive is the most direct north/south bus and vehicular connection for the Tempe segment of the light rail system, outside of the downtown transit center.

Complementary relationship between the light rail system and bus system. Ideally, the light rail system will work with the existing and planned circulator, fixed route and express bus network to offer a higher speed, higher capacity transit alternative.

Ability to secure land and agreements for any parking necessary. With Council approval of station locations and continuing public process, staff will be able to work towards securing parking facilities where necessary.

Ability to move the station/park-and-ride at the Price freeway west to better serve the neighborhood. The proposed location east of the Price freeway was selected because of its direct access to parking from the northbound lane of the freeway. In addition, there is a parcel of land owned by ADOT that can accommodate the parking facility. Available land west of the freeway is cost prohibitive for parking facilities.

Rationale for Dorsey station. Dorsey is the closest potential station to the intersection of Rural and Apache, which has the highest residential density in the state. As a result of the existing residential density, modeling for this station shows significant potential ridership.

Provide the compelling arguments for a Smith station, including information about New School for the Arts, Criminal Justice Center, and existing or future destinations in the area. A summary of arguments for a Smith station is provided as Attachment 2, including letter(s) from neighborhood representatives.

Density difference between Central Avenue (where half-mile stations provided) and Apache Boulevard. The current average residential density along Central Avenue is 2,114 persons per square mile compared to 5,257 persons per square mile along Apache Boulevard. The current average employment density along Central Avenue is 7,923 employees per square mile compared to an average employment density of 1,921 employees per square mile along Apache Boulevard. Projections for future densities should maintain similar ratios.

Station profiles for possible stations along Washington. Station profiles will be provided for the potential stations along Washington this summer, prior to requesting final Council approval of those stations.

Station Recommendations

Following the joint meeting, the Transportation Commission held a meeting to develop final station recommendations for City Council. After lengthy discussion of station recommendations and several motions, the Transportation Commission approved the following recommendation:

Construction of six light rail stations south of Tempe Beach Park and the eastern Tempe border, with a station at Smith/Martin to be built at such time as it meets a trigger mechanism . Suggested triggers include:

<i>Density</i>	<i>Funding</i>
<i>Destinations</i>	<i>Ridership</i>
<i>Development</i>	<i>Travel time</i>

Following upon the Transportation Commission recommendation, staff recommends the following detailed station locations:

- 3rd Street and Mill Avenue (side platform on north side of 3rd Street)
- 5th Street and College Avenue (off-street, side platform directly west of stadium)
- Orange Street and McAllister Avenue (platform south of Orange)
- Dorsey Lane and Apache Boulevard (center platform either west or east of Dorsey, depending on traffic and neighborhood issues)
- McClintock Drive and Apache Boulevard (center platform east of McClintock)
- Smith Road/Martin Lane and Apache Boulevard (recommended when land use or other factors warrant; platform location should relate to adjacent development)
- Price Freeway and Apache Boulevard (side platform east of Price Freeway)

Meetings are currently taking place to discuss possible light rail stations north of Tempe Town Lake. Staff will bring station recommendations along Washington for Transportation Commission and City Council review and approval in late summer 2001.

Zoning Process

At the May 31, 2001 Issue Review Session, staff is also requesting City Council approval to coordinate existing city activities and accept a regional process to support transit oriented development (TOD) along the light rail alignment. To maximize the rail system's effectiveness

and meet community goals for livability, development surrounding transit stations must be pedestrian-friendly, and each participating city in the rail project must modify existing regulations and development review processes to support this goal. The article included as Attachment 1 also helps to describe the community benefits of transit-oriented development.

The regional light rail project team has defined a planning process to implement successful transit-oriented development in the Central Phoenix/East Valley light rail corridor (see Attachment 3). Elements include:

- Station Area Planning
- Pedestrian-oriented Development Guidelines
- Urban Design Guidelines
- Market Study
- Development Targets
- Interim Station Area Overlay Zoning
- Zoning/General Plan Updates

Within the City of Tempe, staff has long been working on measures to improve pedestrian design and access throughout the community. These measures are consistent with the regional approach for transit-oriented development for the light rail corridor. Examples of Tempe-specific planning efforts currently in progress are listed below.

- *Comprehensive Transportation Plan* - This effort is a cooperative project among various City departments and Commissions, led by the Transportation Division. It includes new street and pedestrian plans, updated bicycle and transit plans, new concept plans for four east-west arterial streets (Apache Blvd., Broadway Rd., Rio Salado Parkway and University Dr.), and development of a local pedestrian overlay district and transportation model which will enable the city to analyze future development.
- *Code Rewrite* - This effort is a cooperative project among various City departments and Commissions, led by the Development Services department. It includes a comprehensive review of the City of Tempe's development process and rewrite of zoning ordinances and other development regulations consistent with current City goals.

Please call me at x8819 or Glenn at x8205 if you have any questions on the material in this memo.

Attachments: 1) "Hug That Transit Station", *Planning* magazine, January 2001
2) Arguments for Smith Station
3) Light Rail Corridor Transit Oriented Development

By Christine Kreyling

**Walking is
good for
you—and it's
good for your
community.
Everyone
from the
American
Medical
Association to
the Congress
for the New
Urbanism
says so.**

An ambitious planned community called Orenco Station is being built around a light rail station in Hillsboro, Oregon, about 10 miles west of Portland. When complete in 2002, the new development will include more than 1,800 housing units, plus shops and offices, on 200 acres of what was originally zoned as industrial land.

**Hug
That
Transit
Station**
Now transit agencies across the
country—in New Jersey, Atlanta, the
San Francisco Bay region, and
elsewhere—are taking up the cause.

Their hope is that by locating housing and shops within walking distance of stations, they can increase ridership and rejuvenate surrounding communities.

Bay Area partners

"The railroads of the 19th century built their markets as they built their systems," says Jeffrey



Ordway, manager of property development and real estate services for Northern California's Bay Area Rapid Transit system. "That's what we're trying to do with joint development around our stations."

There's plenty of land. Since its inception in 1969, BART has been an aggressive purchaser of land around its stations, most of it used for parking. Today, as the owner of more than 40,000 spaces, BART is one of the region's largest parking providers.

In the 1970s, BART officials hoped that developers would be standing in line to construct projects near the stations. "The theory then was that all you had to do was build a BART station and development would occur," says Ordway. That didn't happen. In 1980, the BART board adopted a resolution committing the transit district to a more aggressive role in promoting development around the stations. The resolution called for joint development in "sale or lease agreements involving District-owned property or air rights."

What's significant, says Ordway, is that the board recognized that joint development has other values "beyond just making money. I call them soft objectives: linking the station into the community rather than to cars, putting eyes on the street for safety, supplying goods and services to commuters that can cut additional trips, especially car trips, out of

their schedules."

After two slow decades, BART's joint development projects are taking off. The difference, says Ordway, is BART's commitment to collaborative planning, and particularly the community visioning process. "We try to build on the existing strengths of each community, which may be cultural or physical," he says. "The only ones who can identify those strengths are the people who live there."

For BART, joint development now means partnering with nonprofit organizations and private developers to link transit facilities to private real estate.

In Fruitvale, a predominantly Hispanic community in Oakland, BART is working with the nonprofit Unity Council (formerly the Spanish Speaking Unity Council) and its offshoot, the Fruitvale Development Corporation. In the mid-1990s, the corporation received \$450,000 in seed money from the U.S. Department of Transportation to plan a mixed-use transit village on about 20 acres of land.

The project has taken years to put together. To assemble the land, the corporation was obliged to secure agreements with the Union Pacific Railway, the city of Oakland, and BART. Financing was complex, with grants and loans from more than 15 sources, including the U.S. Department of Housing and Urban Development, the city of Oakland, the Ford Foundation, Citibank, and the Federal Transit Administration's Livable Communities Program.

Good news

Now for the good news. Ground was broken in late 1999 for a \$100 million mixed-use development. When development is complete in 2001, a pedestrian plaza next to the BART station will be flanked by housing, new and renovated retail and office space, and a variety of community facilities, including a new library, day care and senior care facilities, a community resource center, and a clinic. A parking structure will replace surface lots lost to the development.

About a third of the estimated \$100 million needed to complete the project has been secured, including a recent construction loan, Ordway says. BART's contribution has included land transfers and staff time.

At its Ashby station in Berkeley, BART has joined with a series of nonprofit groups to transform the station's east parking lot into a campus for organizations that serve persons with disabilities. The Ed Roberts Campus, named for a founder of Berkeley's Center for Independent Living, will offer 110,000 square

feet of space to house offices for nine organizations, meeting rooms, recreation space, a library, and possibly shops. The complex will be built over the parking lot, providing a direct link to the transit system.

Ordway admits that some BART stations, such as MacArthur in Oakland, still don't connect well to the people they serve. "BART built MacArthur in the middle of the freeway, which itself had ripped the community in half. Sometimes we have to heal not only the wounds left by car-oriented infrastructure, but rebuild a lost sense of trust. That's why the community visioning process is so important. You need to listen to what the citizens say—what development they want in their community—if it's ever going to work."

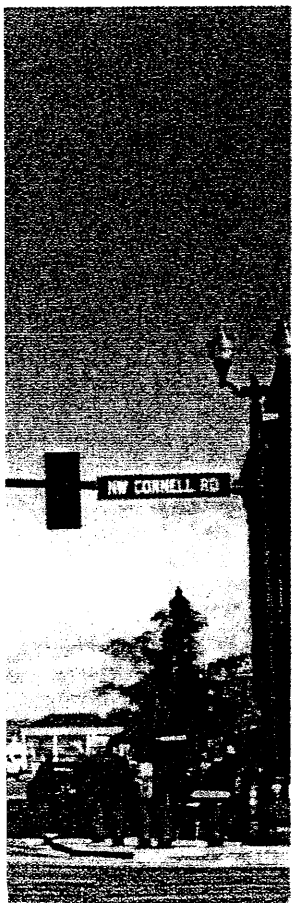
Ordway explains that BART begins to plan its joint developments by asking the community members near individual transit stations to identify what they want to see, what services the community lacks, and what unique assets should be stressed. In Fruitvale, the community identified public health and education services along with retail that would capitalize on Hispanic culture. At Ashby, BART concentrated services for the disabled that had been scattered around Berkeley.

Individual projects proposed by private developers are presented to the public for comment. Sometimes, as with the proposal for a multiplex cinema near BART's Del Norte station in El Cerrito, these proposals don't get

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from plan to
reality.**

a very good reception.

At the Del Norte station, citizen concerns about traffic and the developer's failure to secure financing for retail as well as housing made for a less than perfect TOD, Ordway admits. "It was a difficult site to begin with. East of the station is predominantly low-density, single-family housing. West is big box retail along a large arterial, and a freeway."



While the Del Norte Place offers fairly dense residential development—135 units on four acres, with 20 percent affordable and 20 percent for seniors—it doesn't create a neighborhood. That's partly because of the placement of a parking structure near the station, says New Urbanist Peter Katz, who uses Del Norte as a negative example to illustrate that housing and transit don't necessarily add up to a community.

But BART officials have learned from their mistakes, and are actively encouraging village-like projects with a pedestrian emphasis at a third of their 91 stations, including the one in Richmond that will link BART with Amtrak. In 1999, California Gov. Gray Davis signed a bill allowing BART and other transit agencies in the state, previously limited to buying property solely for transit purposes like parking, to buy land within a quarter mile of their stations for transit-oriented development.

Ordway says that it is citizen commitment rather than government support, however, that pushes joint development from plan to reality. "In each joint development, we've found you need a champion. In the case of Fruitvale it was Arabella Martinez, the Unity Council's CEO. I doubt that the village would be happening without her."

Atlanta thinks big

Atlanta's Metropolitan Area Rapid Transit Authority successfully survived a legal challenge to move ahead with its transit-oriented development plan for Buckhead, the upscale business and residential area north of the city. The development is one answer to Atlanta's well-publicized traffic-related air quality problems.

A group of neighbors worried about congestion had challenged MARTA's right to develop its land. In late November, the Georgia Supreme Court upheld a lower court ruling favoring MARTA, clearing the way for the project to proceed. MARTA had already agreed to reduce the number of structured parking spaces serving the development from more than 10,000 to a maximum of 9,000, and to upgrade the area's sewage system.

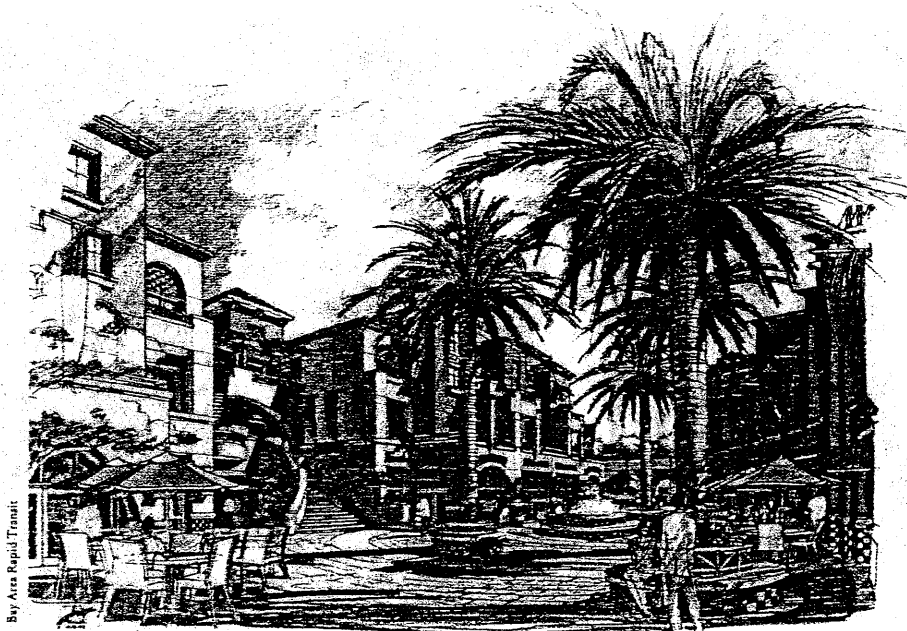
The Lindbergh Center, on 51 acres surrounding MARTA's Lindbergh station, will total 4.8 million square feet of development: 2.7 million square feet of office space, 330,000 square feet of retail space, 566 apartments, 388 condominiums, and a 190-room hotel. The station is currently the system's second busiest, serving 26,000 riders a day, according to MARTA communications officer Dee Baker.

The master plan, created by Atlanta consultants Cooper Carry, has the look of a small city. The MARTA station sits at the corner of a Main Street, part of a new street grid lined by mid-rise buildings and connected to the surrounding neighborhood. Piedmont Road, a major Atlanta arterial, becomes a boulevard with a tree-lined median.

quarters from its current midtown location, atop another MARTA station, to two buildings at the heart of the Lindbergh Center.

New Jersey village

The transit village planned for New Jersey Transit's Morristown station is much smaller in scale than Atlanta's Lindbergh Center. And



Lindbergh Center will be built on land leased from MARTA, which will also float bonds to cover about half of the \$81 million total project cost. The authority selected a local firm, Carter & Associates, as master developer because its plan "offered the most mixed-use development pattern," Baker says. Bell South will be the anchor tenant. The communications giant will relocate its head-

quarters from its current midtown location, atop another MARTA station, to two buildings at the heart of the Lindbergh Center.

the new development is designed to fit into a neighborhood rather than create a new one. Last October, the statewide public transit agency awarded a long-term ground lease to the Roseland Property Company of Short Hills and Woodmont Properties of Parsippany for a transit-oriented development called Lafayette Commons. The lease will allow the joint venture to build a \$35 million develop-

ment: 226 market-rate rental units, more than 8,000 square feet of ground-floor retail, and structured parking with 780 spaces. The parking will be screened from the street by 10 townhouses.

The three-acre site, across the street from the Morristown station, is owned by the transit agency, which currently provides 300 com-

portation provided seed money for development near transit stations in those communities. Morristown officials followed up by rezoning property around its historic rail station to allow for a village development.

The transit village plan is part of New Jersey's statewide antisprawl program, which includes Gov. Whitman's plan to acquire a

Commons' three four-story buildings, designed by the Hillier Group of Newark, reflects the station's architecture.

Strategies

S. B. Friedman & Company, a Chicago-based real estate consulting firm, surveyed six communities with high transit ridership in a study completed last year for the Chicago area's Metra commuter rail system. The firm surveyed land uses surrounding each community's commuter station and polled riders concerning their trips to and from the stations.

According to Stephen Friedman, AICP, and associate Tanya Vartivarian, many commuters walked to the train in five of the six suburbs. Eighty percent of those who lived within a quarter mile of the stations arrived on foot, but foot traffic diminished sharply for commuters who lived more than three-fourths of a mile from the station. Most commuters who came from a mile or more away arrived by car or bus. At that point, "the impact of residential or community design diminishes," the Friedman study notes.

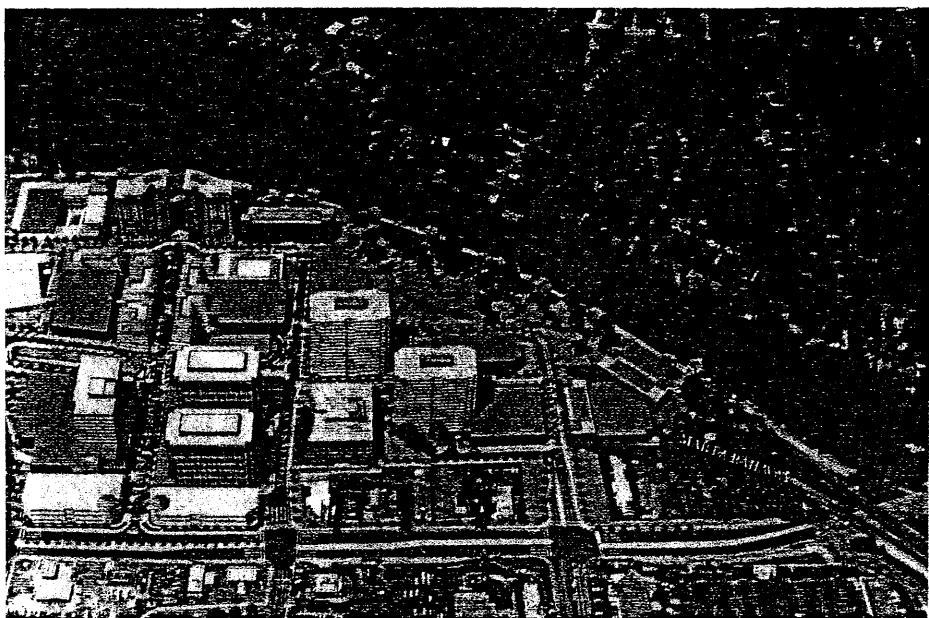
The study found that a rider's decision to walk is affected by a "pleasant walking atmosphere"—defined as an interconnected network of streets (with sidewalks) and a continuous architectural fabric, with stores next to the station. In most cases, the immediate surroundings of the highly used stations do not include huge parking lots or parks, both of which can act as barriers between the station and the surrounding neighborhoods.

The survey questions the commonly held view that parking lots attract more transit riders. Pedestrians are actually discouraged by wide belts of asphalt, the Friedman group found. The firm recommends instead that parking facilities be scattered throughout the adjacent business district, with provisions for shared use outside commuter rush hours.

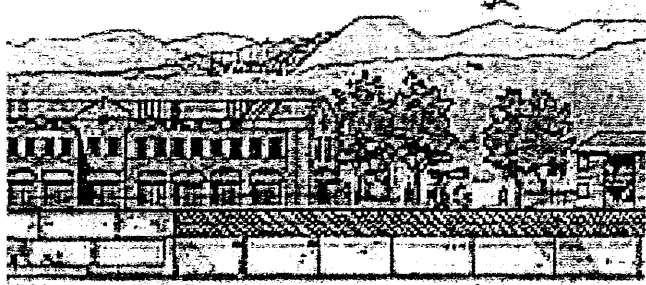
The Friedman study singles out two development models that achieve high levels of ridership. The first, the moderate-density neighborhood model, resembles the early 20th century railroad suburbs. It is characterized by single-family housing at a density of four to five units per acre, scattered low-rise apartment buildings, and convenience retail and services.

The second model is the higher density suburban center. It offers larger scale retail and commercial uses in mid-rise and even high-rise buildings and residential development at a density of up to 60 units per acre.

In both models, the key factors in attracting riders are the same: In the critical half mile



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Three unusual projects mark a trend toward flexible financing for joint development around transit stations: the Fruitvale Transit Village in Oakland, California (upper left), the Ed Roberts Campus in Berkeley, California (left), and Atlanta's Lindbergh Center (above).

muter parking spaces there. New Jersey Transit will receive at least \$230,000 a year in rent plus additional rent from retail properties, parking proceeds, and a percentage of the residential income, according to spokesperson Anna Farneski.

In 1999, New Jersey Gov. Christie Whitman designated five "transit villages" throughout the state, and the state Department of Trans-

million acres of open space within the next decade. The village plan also conforms with the New Jersey's development and redevelopment plan, which encourages growth in areas where roads, utilities, and mass transit are in place.

Morristown officials hope that a transit village six blocks from the center green will spark further downtown revitalization. Lafayette

surrounding the station, the blocks are short, development is compact, housing is diverse and oriented to the street, and streets and sidewalks are pedestrian-friendly.

Planners should not base all their transit ridership hopes on high-density development, say Friedman and Vartivarian. More important, they note, is to establish a sense of place, with the train station as a focus.

More advice comes from San Francisco-based architect and planner Peter Calthorpe, a pioneer of transit-oriented design development. At Aggie Village in Davis, a university town near Sacramento where buses and bicycles provide much of the transportation, and in Mountain View in Silicon Valley, Calthorpe has designed developments that weave closely and densely around transit and retail.

In his 1993 book, *The Next American Metropolis*, Calthorpe wrote of the need for coordinated land-use policies. Without them, he warned, "increasing transit investments will only lead to underutilized facilities." But with planning that supports alternatives to the car, anything is possible. "People may choose to walk, bike, and use transit more often," he wrote.

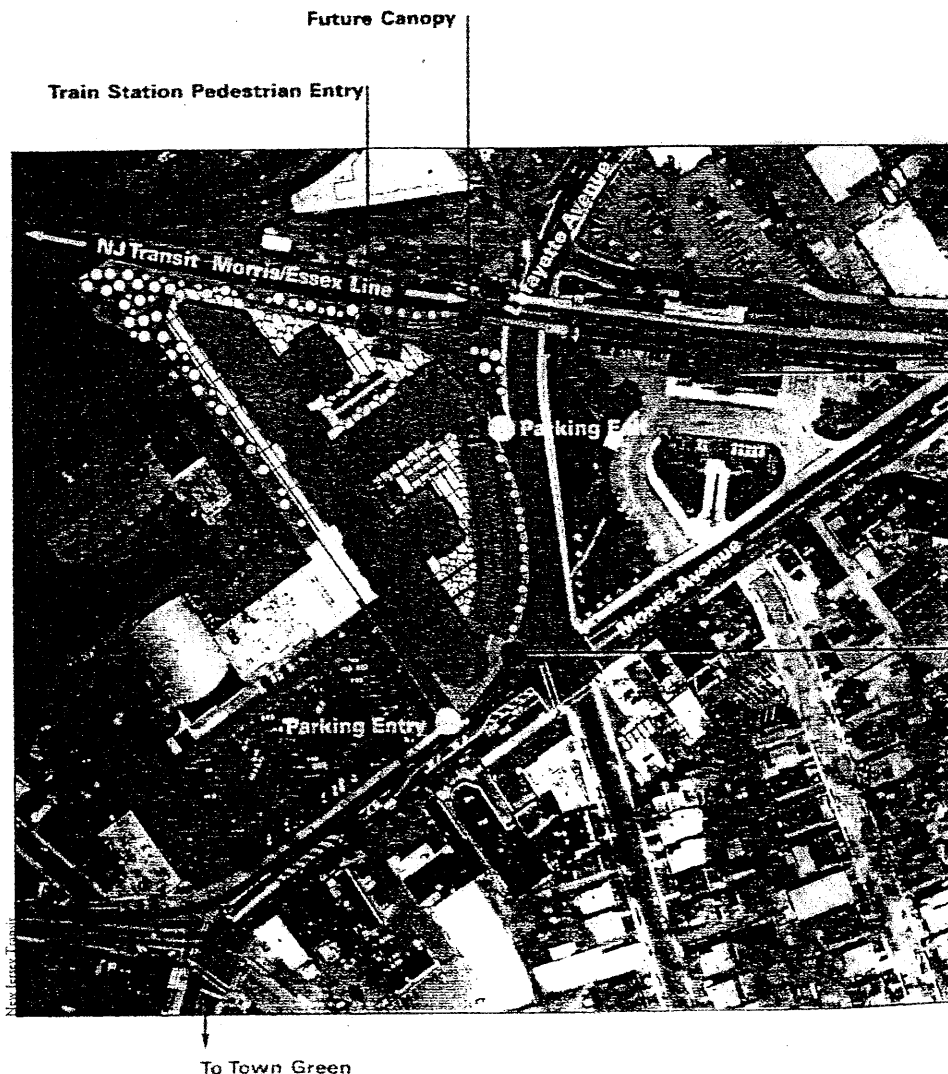
Federal favors

Increasingly, transit agencies are entering into joint ventures with private developers. Those transactions may involve leasing or selling land or development rights, imposing station connection fees, sharing facilities, and building over air rights.

To fund such activities, local transit authorities are getting major support from the federal government—the traditional sugar daddy of transit projects. And finally, the feds are recognizing station-area land use as a key factor in guaranteeing the effectiveness of transit investments. The 1998 Transportation Equity Act for the 21st Century (TEA-21) required the Federal Transit Administration to assess existing and planned land use in the project area in evaluating applications for start-up funds.

In a 1999 *Urban Land* article, "Developing Near Transit," Maria Zimmerman described TEA-21's incentives for joint development. Zimmerman, who is senior policy adviser for livable communities to U.S. Rep. Earl Blumenauer (D-Ore.), noted that, before TEA-21, federal rules imposed severe limitations on transfer of transit-owned land to private hands, restricting the types of projects developers could pursue and still qualify for federal funding.

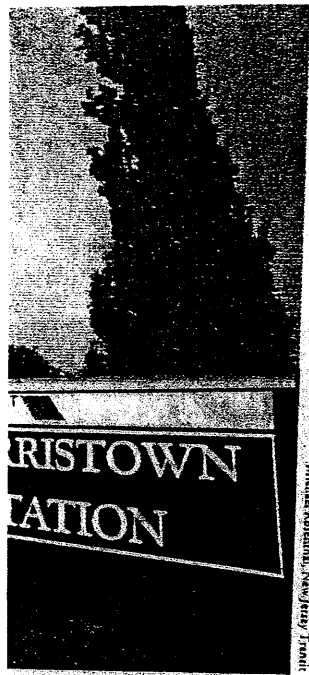
In 1999, Morristown, New Jersey, was one of five communities in the state that received seed money for development around transit stations. The next step was a joint venture between two private developers and New Jersey Transit, the statewide transit agency—to create a \$35 million mixed use project on a three-acre site near the Morristown train station.



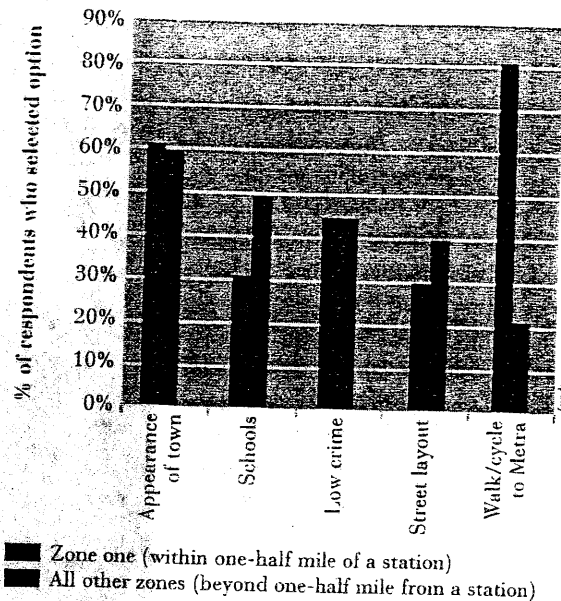
Moreover, since most of the revenue generated by joint development had to be returned to the feds, the agencies had no financial incentive to engage in such projects.

Before 1998 a transit agency could only

lease its land for joint development; today it can lease or sell. If the agency sells the property but retains control of the development in the form of an easement or covenant, thus ensuring its physical or functional relation-



Michael Renshaw, New Jersey Transit



A recent survey of six Chicago suburbs confirmed that commuters will walk or bicycle to the train station if getting there is a pleasant experience.

Resources

over a transit station. A functional relationship exists if the activity and use of a joint development project provides a beneficial service to the public and enhances use of or access to transit," Zimmerman wrote.

Moreover, she added, TEA-21 funds may be used for projects like housing adjacent to a station. And the Federal Transit Administration will fully fund non-transit projects that directly serve the public: day care and senior care centers, public health, safety and security facilities. An even greater incentive, according to Zimmerman, is that "FTA now permits transit agencies—in fact requires them—to use income from joint development for transit purposes, such as for the purchase of new equipment and for operating costs."

Joint development can contribute substantially to a healthy bottom line for developers and transit agencies. The Washington Metropolitan Area Transit Authority, which has aggressively promoted joint development near its stations in the D.C. region, states that "joint development has generated nearly \$6 million in annual revenue and more than \$60 million in real estate income," Zimmerman reported.

The bottom line: Today's transit-oriented planners increasingly acknowledge the wisdom of history, that what worked for the train spotters of yesterday holds the best promise of working for future rail riders. And in linking transit to users, these planners are connecting to the American past of sensible town planning—and putting increasing weight on the oldest of transportation vehicles: the human foot.

History. Peter Hall points out in "Retro Urbanism" (*Harvard Design Magazine*, Fall 2000) that communities like New York's Forest Hills Gardens, built in 1909, "were self-consciously planned as railway suburbs." Typically, railroad suburbs have similar forms: a central rail station, adjacent shopping street, and network of streets branching out into the surrounding residential neighborhood.

More reading. *The New Urbanism: Toward an Architecture of Community* (1994), by Peter Katz, and *Suburban Nation: The Rise of Sprawl and the Decline of the American Dream* (2000), by Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck, offer plans and development checklists for transit-oriented planners and developers. Also see *The Next American Metropolis* (1993), by TOD guru Peter Calthorpe, and "Developing Near Transit" by Maria Zimmerman (*Urban Land*, December 1999), "BART's Village Vision" (*Planning*, January 1995), and "The First Pedestrian Pocket," (*Planning*, December 1989). The pedestrian pocket was a Peter Calthorpe invention.

Reports. S.B. Friedman & Company, "Metra Rail Service and Residential Development Study," July 2000; for a summary, call 312-424-4265 or see www.friedmanco.com. For information on the Lindbergh Center, contact Kimberley Krug at Communications 21 in Atlanta: kkrug@c21pr.com

On the web. The BART web site is www.bart.org. For information about the Fruitvale Transit Village, see www.unitecouncil.org. To learn about Berkeley's Ed Roberts Campus, see www.mtc.ca.gov/publications. For more on transit-oriented development in Portland, Oregon, see <http://tri-met.org/reports>. To learn more about New Urbanism, see www.cnu.org



Morristown Train Station

Main Pedestrian Entry



ip to transit, it may keep a good share of the venues generated.

"A project is physically related if it provides direct connection with transit services facilities, such as an adjacent location or air rights

Christine Kreyling writes about planning and architecture for the *Nashville Scene*.

ATTACHMENT 2
IRS: May 31, 2001

Arguments for a Smith station:

- Commitment was made to APAC and affected community to place stations in locations they identified as best for redevelopment goals. Dorsey and Smith were identified through the APAC process over Rural and McClintock. Subsequently, the APAC process reaffirmed Smith as their preference for an initial station over McClintock. The public process for station area planning was extensive.
- A station at Smith serves an "underserved" (Title 6) population who are existing transit users and who are impacted by the presence of the light rail line. The federal process supports transportation projects providing positive impacts to Title 6 populations.
- A station at Smith provides good transit-oriented development opportunities because of the availability of strong walk/bike access in the area (access from residential streets and the Country Club Way bicycle corridor).
- A station at Smith would serve the proposed New School for the Arts project site, may provide additional access to the proposed Criminal Justice Center, and serves the existing Escalante Multi-Generational Center.
- A station at Smith would provide joint development opportunity due to availability of a large amount of undeveloped land. Locating a station at Smith helps to provide federal and transit tax funds to stimulate redevelopment in an environment where little additional city funding is available.
- Retaining the Smith station in the initial operating segment until it is definitively shown that development will not support a station provides flexibility to incorporate the station into continuing light rail planning and funding efforts.

The following letter from Gretchen Reinhardt summarizes arguments for the Smith station from a neighborhood perspective. A detailed comparison of stations at McClintock and Smith was also prepared by Ms. Reinhardt as an attachment to her letter, and provided directly to Council.

Gretchen E. Reinhardt

1019 S. Lola Ln.
Tempe, AZ 85281
(480) 968-4056

May 10, 2001

Honorable Mayor and City Council Members:

I would like to share my personal insights into the decision you will be asked to make by the end of this month on prioritizing light rail stations. This is an issue where I am convinced that careful consideration of the data does not lead to one clear answer. Instead, the prioritization must come down to how one weighs a wide array of different values which each prioritize the stations differently. Thoughtful people can reasonably disagree. I hope to persuade you that neighborhood values should be important factors in making this decision.

As a citizen who lives in the area that will be directly impacted by your decision, I would like to share my reasons for supporting the APAC recommendation of an opening day, center platform station at Smith, and a McClintock station as the budget or other considerations allow.

I believe that a transportation analysis strongly supports one station in this area on opening day, and will, in time, strongly support two stations, catering to different transit populations. I believe that an analysis of Apache Boulevard redevelopment prospects supports beginning with the Smith station. The Smith station is in an area where the city has already begun to buy-out businesses, and where there is significant vacant land. As redevelopment and light rail are successful, they will naturally gain influence over a greater portion of the Boulevard, moving out toward McClintock to eventually shift its already developed focus from one which is auto-dominated to one which is transit dominated. I also believe that an access analysis for pedestrians, bicycles and neighborhood flash supports beginning with a Smith station. Finally, I believe that a Smith station offers an opportunity for community building which simply doesn't exist at McClintock because it would be a regional station rather than a neighborhood station.

I ask you to make this transportation decision with a solid understanding of all of the other connected issues, so that city investments truly build on one another. Tempe has invested in this community with the Escalante Community Center which would be well served by a Smith station. Tempe has made a commitment to redeveloping Apache Boulevard all the way to the Mesa border, and already holds land in proximity to the Smith station. Tempe has recently made strides to build a ½ mile bike and pedestrian infrastructure, and Smith is in alignment with Country Club Way, providing access to rail for residents to the south and access to schools from residents in my area. A station at Smith would support transit users in this area who have already demonstrated a willingness to support transit by their strong use of the Red Line. I believe it would support the new police and courts facility as well as a McClintock station would.

Please make building a center platform, opening day, light rail station at Smith a top priority.

Sincerely,

Gretchen Reinhardt

Light Rail Corridor Transit Oriented Development

